# Response to California Energy Commission Staff Data Requests 71-73

Traffic and Transportation Dated January 16, 2003

In Support of the

# **Application for Certification**

For the

## **Pico Power Project**

Santa Clara, California 02-AFC-03

Submitted to the California Energy Commission

Submitted by Silicon Valley Power City of Santa Clara

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#### INTRODUCTION

The following is Silicon Valley Power's response to California Energy Commission (CEC) data requests for the Pico Power Project (PPP) (02-AFC-03). The CEC has served these data requests as part of the discovery process for the PPP project. The CEC provided the data requests on January 16, 2002 in the area of traffic and transportation. The responses in this submittal are given in the order presented by the CEC Staff and are keyed to the CEC Staff Data Request number (1 through 3). For clarity, we have added in parentheses the number that a particular data request would represent in the entire sequence of Staff Data Requests. For example, in sequential number, these three data requests would represent Data Requests 71 through 73. New or revised graphics or tables are numbered in reference to the data request number. (For example, Figure DR72-1 would be the first figure submitted in response to Data Request 72.)

#### **Technical Area:**

#### Traffic and Transportation

1 (71). Please provide current peak interval and non-peak traffic counts for the intersections of Kenneth Street and Space Park Drive, and Kenneth Street and Duane Avenue.

#### Response:

Pico project staff conducted traffic counts at these two intersections on January 22, 2003. See Table DR71-1 for the counts (attached at end of section)

2 (72). Please review the City of Santa Clara Statewide Integrated Traffic Reporting System document to determine congested streets in the project vicinity and their accident histories. Provide a copy of the report as well as a summary of the findings.

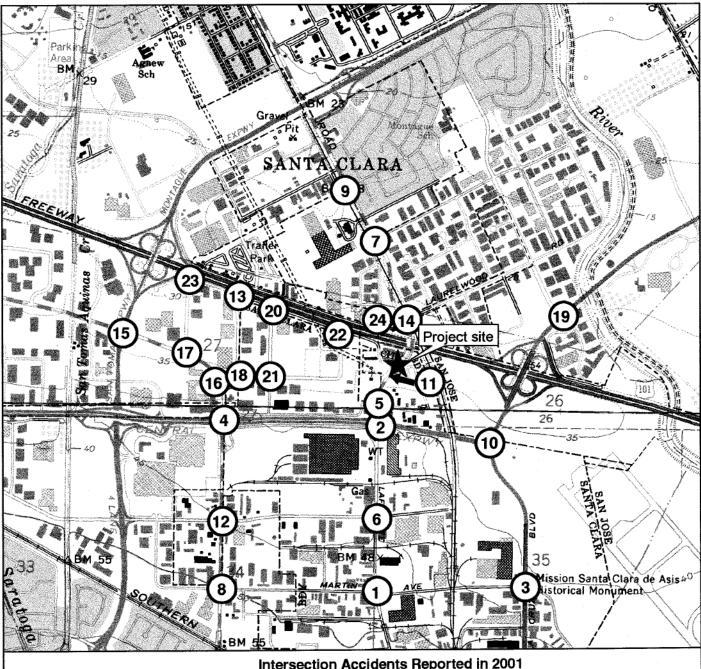
The accident history at most major intersections within the City of Santa Clara was obtained from the California Highway Patrol's Statewide Integrated Traffic Records System (SWITRS) Report Number 8, Collision Location Details, 2001 (January 1 through December 31, 2001). This report provides the following information:

- Type of accident
- Number of vehicles
- Conditions which contributed to the accident
- · Age and sex of drivers
- Date and time of day of accident

To evaluate the relative risk of traffic accidents at intersections near the project site, the following factors were evaluated:

- What was the major contributing factor of the accident, such as speed, driver error, weather conditions, traffic control device, geometry of intersection, etc.?
- What was the relative opportunity of accident based on traffic volumes in accidents per million vehicles entering the intersection?
- How does the intersection compare to other similar intersections in the area and on a statewide basis?

Figure DR72-1 displays the intersections reviewed and indicates the number of accidents at each intersection reported for 2001, which is the most recent report available. Table DR72-1 lists the number of traffic accidents, numbers of vehicles involved in such accidents at five key intersections near the project site along expected routes leading from Highway 101 to the project site. The table shows the number of vehicles entering the intersection per year, based on counts done by Foster Wheeler Environmental Corporation for the Pico Project AFC or by the City of Santa Clara. Table DR72-2 lists the numbers of accidents and vehicles involved for all other key intersections within 2 miles of the project site; however, traffic volumes are not available for



#### Intersection Accidents Reported in 2001

- (1) Martin Ave. & Lafayette St. =18 accidents
- 2 Lafayette St. & Central Expressway =17 accidents
- (3) De La Cruz Blvd. & Martin Ave. =11 accidents
- (4) Scott Blvd. & Central Expressway = 9 accidents
- (5) Comstock Ave. & Lafayette St. =7 accidents
- (6) Walsh Ave. & Lafayette St. = 7 accidents
- 7 Aldo Ave. & Lafayette = 7 accidents
- (8) Scott Blvd. & Martin Ave. = 5 accidents
- (9) Lafayette St. & Laurie Ave. = 4 accidents
- 10 De La Cruz Blvd. & Central Expressway = 3 accidents
- 11) Duane Ave. & Lafayette St. = 2 accidents
- (2) Scott Blvd. & Walsh Ave. = 2 accidents
- 0.75 0.25 Scale = 1:20,000

- (13) Alfred St. & Duane Ave. = 2 accidents
- (14) Laurelwood Rd. & Lafayette St. = 2 accidents
- (15) Scott Blvd. & San Thomas Expressway =1 accident
- (16) Scott Blvd. & Space Park Dr. = 1 accident
- (17) Scott Blvd. & Jay St. = 1 accident
- (18) Alfred St. & Space Park Dr. = 1 accident
- (19) De La Cruz Blvd. & Trimble Rd. = 1 accident
- 20 Duane Ave. & Kenneth St. = 0 accidents
- (21) Kenneth St. & Space Park Dr. = 0 accidents
- 22 Duane Ave. & Space Park Dr. = 0 accidents
- (23) Jay St. & Duane Ave. = 0 accidents
- 24 Laurelwood Rd. & Bassett St. = 0 accidents

Figure DR72-1 Key Intersections Silicon Valley Power Pico Power Project FOSTER WHEELER ENV

Reference: Statewide Integrated Traffic Reporting System, Report 8 Collision Location Details. California Highway Patrol, Sacramento, CA. 2001.

these intersections. The accident rates in Table DR72-1 are based on estimates of Average Daily Traffic (ADT) through these intersections. Because the most recent ADT figures available were from 1992, Foster Wheeler Environmental Corporation counted traffic at key intersections in May of 2002, to prepare the traffic analysis for the AFC. The ADT for these intersections was then estimated based on the assumption that peak hour traffic would be 10 percent of ADT. The number of vehicles per year is based on this estimate at each key intersection.

Table DR72-1. Intersection accidents reported in 2001 at key intersections

Street Intersection	Total peak in/out vehicle trips at intersection <sup>2</sup>	Number of accidents <sup>3</sup>	Vehicles involved	No. of vehicles entering intersection (mill/year)	Number of accidents per million
1997 Statewide average, signalized					
suburban intersections'	-	_	-	÷ -	0.54
Lafayette and Duane	3,586	2	3	13.09	0.15
Lafayette and Central Expressway	4,606	16	33	14.68	1.09
De La Cruz and Central Expressway	5,146	- 3	7	18.78	0.16
Scott Blvd and Central Expressway	4,392	9	20	16.03	0.56
Scott and San Tomas	7,807	1	2	28.50	0.03

<sup>&</sup>lt;sup>1</sup>Caltrans 1997, Accident Data on California Highways.

Table DR72-2. Intersection accidents in 2001 within two miles.

	Number of	Vehicles
Street Intersection	accidents	involved
Duane and Kenneth	0	0
Kenneth Street and Space Park Drive	0	0
Scott Blvd and Space Park Drive	1	2
Duane and Space Park Drive	0	0
Comstock and Lafayette	7	14
Walsh and Lafayette	7	13
Scott and Walsh	2	5
Scott and Martin	5	10
Martin and Lafayette	18	39
De La Cruz and Martin	11	20
Scott Boulevard and Jay Street	1	2
Jay Street and Duane	0	0
Laurelwood Road and Bassett	· 0	0
Alfred and Duane	. 2	4
Alfred and Space Park Drive	_ 1	2
Aldo and Lafayette	7	15
Lafayette and Laurie	4	8
Laurelwood and Lafayette	2	4
De La Cruz and Trimble	. 1	2
Source: Statewide Integrated Traffic Reporting System	m, City of Santa Clara, 1/28	/03.

<sup>&</sup>lt;sup>2</sup>Silicon Valley Power/City of Santa Clara, Application for Certification, Pico Power Project, Table 8.12-6, page 8.12-18.

<sup>&</sup>lt;sup>3</sup>California Highway Patrol, Statewide Integrated Traffic Reporting System, City of Santa Clara, (Report 8 for 01-01-01 through 12-31-01)

The single most important intersection for Pico project construction and operation is the intersection at Lafayette Street and Duane Avenue. This is the intersection to a major thoroughfare nearest the project site. Construction and commuter traffic heading for the project site southbound on Lafayette would make a right turn at this intersection onto Duane Avenue to access the project. Traffic on Highway 101 taking the San Tomas Expressway exit would access Lafayette via Central Expressway and head north to this intersection. Traffic on Highway 101 taking the De La Cruz exit, would also access Lafayette Street via Central expressway and head north to this intersection as would traffic travelling north from central Santa Clara to the project site.

According to the 1997 Accident Data on California State Highways (Caltrans 1997), signalized intersections located in suburban areas averaged 0.54 accidents per million vehicles entering the intersection. The Duane/Lafayette intersection averaged 0.15 accidents per million vehicles entering the intersection (based on two accidents in 2001), a very low accident rate for suburban intersections. Furthermore, one of the two accidents in 2001 at this intersection bore no clear relationship to the physical characteristics of the intersection. This accident took place in rainy conditions when a driver traveling north attempted an improper turn and overturned his vehicle. No other vehicles were involved. The second accident involved a head-on collision between a party travelling south on Lafayette Street and a northbound party turning left onto Duane Avenue.

The only viable alternative to entering the project site via the Lafayette/Duane intersection would be to enter via Duane Avenue from the west. From Highway 101, this route would involve travelling south on San Tomas Parkway, then southeast (left turn) on Scott Boulevard, then east (left turn) onto Space Park Drive, then north (left turn) onto Kenneth Street, then east (right turn) onto Duane Avenue, which leads directly to the project site. This route would cause project traffic to enter 7 intersections in travelling between Highway 101 and the project site. The total number of traffic accidents for all of these intersections combined was 4 during 2001. This route, however, would involve a number of turns on relatively narrow streets within the industrial park to the west of the project site.

The shortest route which would bring project traffic from Highway 101 to the project site would involve exiting Highway 101 at De La Cruz Boulevard south, then turning west (right turn) on Central Expressway, then north (right turn) on Lafayette Street and west (left turn) on Duane to the project site. This route passes through 4 intersections, as opposed to 7 intersections on the route from US 101 to the San Tomas-Scott-Space Park-Kenneth-Duane route. The number of accidents in year 2001, however, on the De La Cruz-Central-Lafayette-Duane route was 28, compared to only 4 accidents on the alternative route. This is partly due to the high accident rate at the intersection of Lafayette Street and Central Expressway (16).

Another alternative to the De La Cruz-Central-Lafayette route would be to take the San Tomas Expressway north from US 101, then turn east (right) onto Montague Expressway, then south

(left hand turn from the expressway off-ramp) onto Lafayette Avenue, then west (right) onto Duane Avenue. The number of accidents on Montague Expressway is not available in the California Highway Patrol printout obtained for the City of Santa Clara. However, the number of accidents in 2001 at Lafayette and Duane is 2, as mentioned above. There were 7 accidents at Lafayette and Aldo, which lies between Montague Expressway and Duane Avenue.

The California Highway Patrol Statewide Integrated Traffic Records System (SWITRS) Report Number 8, Collision Location Details, 2001 for the City of Santa Clara has been provided to the California Energy Commission Staff under separate cover.

3 (73). Please model the current Levels of Service (LOS) for the streets listed in request number one (Data Request 71), as well as potential increased traffic and changes in LOS related to the construction and operation of the Pico Power Project.

Traffic model HCS2000 was initially run using vehicle counts taken on January 22, 2003. Critical turning movement counts were conducted at the intersections of Duane and Kenneth Avenues, as well as at Kenneth and Space Park Avenues for the AM and PM peak hours. The first set of model runs depicts existing traffic and current level of service (LOS) (Table DR73-1). The second set of model runs uses the existing traffic, and then adds the expected construction traffic for the Pico Power Plant of 206 peak construction workers. The third and final set of model run uses the existing traffic, and then adds the projected traffic for operations of the power plant of 15 peak operations workers. In all of the cases, the LOS does not change, remaining at LOS A. Model run printouts are attached at the end of the section.

Table DR73-1. Construction and operation phase LOS for alternative route intersections.

	Existing	g <sup>1</sup>	Construction	Phase	Operation P	hase
Intersection	Total peak in/out vehicle trips at intersection	LOS <sup>2</sup>	Total peak in/out vehicle trips at intersection	LOS²	Total peak in/out vehicle trips at intersection	LOS <sup>2</sup>
Kenneth @ Space Park (AM)	123	Α	329	Α	138	Α
Kenneth @ Space Park (PM)	229	Α	435	Α	244	Α
Kenneth @ Duane (AM)	91	A	297	Α	106	Α
Kenneth @ Duane (PM)	141	Α	347	_ A	156	· A

Source: Traffic counts performed on January 22, 2003.

Current LOS is based on intersection delay rather than critical v/c ratio.

# TABLE DR71-1 TRAFFIC COUNTS

Table DR71-1. Traffic counts, Duane at Kenneth and Kenneth at Space Park, January 22, 2003

a. Duane at Kenneth Avenue

	Eastbound	puno	Westb	Vestbound	North	Northbound	
Time	thru	right	thru	left	left	right	Total
Morning:							
5:45 - 6 AM	4	0	7	က	0	0	თ
6 - 7 AM	22	4	22	30	0	0	78
7 - 8 AM	9	თ	48	15	က	9	91
8 - 8:45 AM	ဖ	თ	တ္တ	12	7	4	63
Afternoon:				-			
3 - 4 PM	21	19	38	31	13	19	141
4-5 PM	56	9	31	33	7	21	132
5-6 PM	29	10	35	18	=	30	133

b. Kenneth at Space Park Avenue

		Eastbound			Vestbound	_	Z	Northbound		Š	Southbound	9	
Time	left	thru	right	left	thra	right	eff	thru	riaht	leff	thru	right	Total
Morning:													
5:45 - 6 AM	0	7	0	7	13	^	~	σ	α	_	c		94
6 - 7 AM	56	32	4		9			o (*	) h	· c	<b>5</b> 4	- 5	ţ ;
7 - 8 AM	98	59	တ	-	28	· c	1 "	οα	۰ ،	o c	o c	2 4	3 5
8 - 8:45 AM	_	15	0	. oe	52	- α	ט גט	o 4	7 1	) <del>-</del>	۷ ۵	o £	52
Afternoon:								-	-	-	1	-	3
3 - 4 PM	4	09	7	23	53	18	7	4	ĸ	c	o		000
4 - 5 PM	က	58	7	4	16	9	. 12	٠ ،	> 4	· c	٦ ٥	; ;	727
5-6 PM	6	29	<del>-</del>	9	31	4	200	10	7 0	1 2	- 10	<del>1</del> 4	194

### TRAFFIC MODEL OUTPUT

General Informatio	n			Site Infor	mation			
Analyst	SLUS			Intersection		יאוותו	NE AT KENNET	ч
Agency/Co.		ER WHEELI RONMENTA		Jurisdiction			OF SANTA CL	
Date Performed	2/4/20		<u> </u>	Analysis Yea	ar	2003		
Analysis Time Period		AK CURRE	NT	Project ID		PICO	POWER PROJ	IECT
East/West Street: DUANI	E AVE			North/South	Street: KENNE	TH AVE		
Volume Adjustmer	its and Site (	Characte	ristics					-
Approach			Eastbound		T	We	estbound	
Movement	L		Ţ	R			Ţ	R
Volume	0		10	9	15		48	0
%Thrus Left Lane	50				50			
Approach			Northbound			Sou	ithbound	
Movement Volume	.L.		0	6	0		0	0 0
					50			
%Thrus Left Lane	5							
	East	bound	Wes	tbound	Norti	nbound	Souti	hbound
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	TR		LT		LR			
PHF	1.00		1.00		1.00			
Flow Rate	19		63		9			
% Heavy Vehicles	0		0		0			
No. Lanes		1		1		1		9
Geometry Group		1 .		1		1		
Duration, T				1.	.00			
Saturation Headwa	y Adjustmer	nt Works	heet					
Prop. Left-Turns	0.0		0.2		0.3			
Prop. Right-Turns	0.5		0.0		0.7			
Prop. Heavy Vehicle	0.0		0.0		0.0			
nLT-adj	0.2	0.2	0.2	0.2	0.2	0.2		
nRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6		<u> </u>
nHV-adj	1.7	1.7	1.7	1.7	1.7	1.7		
nadj, computed	3.69		3.69		3.69			<del>                                     </del>
Departure Headway		e Time		<u> </u>	1 0.00	<u> </u>	<u> </u>	
nd. initial value	3.20	T	3.20	·	3.20	T		
r, initial	0.02		0.06		0.01	ļ		<u> </u>
d, final value	3.69	ļ	3.69		3.69	ļ		<u> </u>
r, final value	0.02		0.07		0.01		-	
Move-up time, m	2.	0		.0	2.	0		
Service Time	1.7	<del>-</del>	1.7	1	1.7	T	1.7	
Capacity and Level			1.,	<u> </u>	1 '.'	<u> </u>	1.7	<u> </u>
capacity and Level		-			1			
		bound		tbound		bound		bound
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity	269		313		259			
Delay	6.76		7.28		6.77		1	
.OS	A		A		A	-	<u> </u>	<b></b>
Approach: Delay		.76		<u>l</u> 28	6.7	<u> </u> 77		
	٥ ١	. 7 0					l .	
		Λ		1	,			
LOS Intersection Delay		Α	A		12 A	1		

	-	LL-WA	Y STOP C	ONTROL	ANALYS	IS		
General Informatio	n			Site Infor	mation			
Analyst	SLUS	SER		Intersection		IDVIA	VE AT KENNE	7//
Agency/Co.		ER WHEELE		Jurisdiction			OF SANTA CL	
Date Performed	2/4/20	RONMENTAL		Analysis Yea	ar	2003	0. 0	
Analysis Time Period		-AK CURRE	NT	Project ID		PICO	POWER PRO	JECT.
East/West Street: DUANE				North/South	Street: KENNE	TH AVE		
Volume Adjustmen		Character	istics					
Approach	I		Eastbound			We	stbound	
Movement	L		T L	R	L		Т	R
Volume	0		29	10	17	:	35	0
%Thrus Left Lane	50				50			
Approach			Northbound			Sou	ithbound	
Movement	L	,	T	8 30	L		7	R
Volume	1		0	30	0		0	0 .
%Thrus Left Lane	5				50			
		bound	Wes	tbound		nbound	Sou	thbound
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	TR		LT		LR			
PHF	1.00		1.00		1.00			
Flow Rate	39	T	52		41			
% Heavy Vehicles	0		0		0			
No. Lanes		1		1	1	1	1	0
Geometry Group		1		1		1		
Duration, T				1.	00			
Saturation Headwa	y Adjustmer	nt Worksh	reet			A Distance		
Prop. Left-Turns	0.0		0.3	T	0.3	T .		
Prop. Right-Turns	0.3		0.0		0.7			1
Prop. Heavy Vehicle	0.0	<del>                                     </del>	0.0		0.0			_
nLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	<del>                                     </del>	
nRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6		+
nHV-adj	1.7	1.7	1.7	1.7	1.7	1.7		+
nadj, computed	3.88	<del>- '''</del>	3.88	<del>  '''</del>	3.88		<del> </del>	<del> </del>
Departure Headway		a Time	0.00	J	1 0.00	<u> </u>	<u> </u>	<u> </u>
nd, initial value	3.20	1	3.20	1	3.20	<u> </u>	1	<del></del>
k, initial	0.03		0.05		0.04	ļ		<b>_</b>
	3.88		3.88		3.88	-		1
nd, final value	0.04		0.06	ļ	0.04		<u> </u>	+
Move-up time, m	2.	0		.0	2.	0		1
Service Time	1.9	Ť	1.9	. <del> </del>	1.9		1.9	<del></del>
Capacity and Level		<u> </u>	1.9	1	1.3	<u>L</u>	1.9	1
capacity and Level					1			
		bound		tbound		bound		hbound
	L1	L2	L1	L2	. L1	L2	L1	L2
Capacity	289		302		291			
Delay	7.05		7.34		6.87			1
.os	A		A		A	<b> </b>	<del>                                     </del>	T
Approach: Delay		.05		34	6.8	<u>.</u> 37	<del>                                     </del>	<u> </u>
LOS	+	A		4	<i>A</i>			
		А				l	<u> </u>	
ntersection Delay					11			
ntersection LOS					4			

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**ALL-WAY STOP CONTROL ANALYSIS** Site Information General Information SLUSSER Intersection DUANE AT KENNETH FOSTER WHEELER Agency/Co. Jurisdiction CITY OF SANTA CLARA ENVIRONMENTAL Analysis Year Date Performed 2/4/2003 Project ID PICO POWER PROJECT Analysis Time Period AM PEAK CONSTRUCTION East/West Street: DUANE AVE North/South Street: KENNETH AVE Volume Adjustments and Site Characteristics Westbound Approach Eastbound Movement 48 0 10 15 Volume 0 50 50 %Thrus Left Lane Northbound Southbound Approach L Movement Т 212 0 0 0 Volume 50 50 %Thrus Left Lane Eastbound Westbound Northbound Southbound L1 L2 L1 L2 L1 L1 L2 TR T7 IRConfiguration PHF 1.00 1.00 1.00 215 19 63 Flow Rate 0 0 0 % Heavy Vehicles No. Lanes О Geometry Group Duration, T 1.00 Saturation Headway Adjustment Worksheet 0.2 Prop. Left-Turns 0.0 0.0 0.5 0.0 1.0 Prop. Right-Turns Prop. Heavy Vehicle 0.0 0.0 0.0 0.2 0.2 0.2 0.2 0.2 0.2 hLT-adj -0.6 -0.6 -0.6 -0.6 -0.6 -0.6 hRT-adj 1.7 1.7 1.7 hHV-adj 1.7 1.7 1.7 4.09 4.09 4.09 hadi, computed Departure Headway and Service Time 3.20 3.20 3.20 hd, initial value 0.02 0.06 0.19 x, initial 4.09 4.09 hd, final value 4.09 0.02 0.08 0.21 x, final value Move-up time, m 2.0 2.0 2.0 2.1 2.1 2.1 Service Time 2.1 Capacity and Level of Service Eastbound Westbound Northbound Southbound L1 L2 L1 L2 L1 L2 L1 L2 Capacity 269 313 465 7.19 Delay 7.74 7.42 LOS Α A Α Approach: Delay 7.19 7.74 7.42 A A LOS Α Intersection Delay 7.47 Α Intersection LOS

		LL-WA	Y STOP C	ONTROL	ANALYS	IS		
General Informatio	n			Site Infor	mation	<del></del>		···
Analyst	SLUS	SER		1				
Agency/Co.	FOST	ER WHEELE		Intersection Jurisdiction			NE AT KENNE OF SANTA C	
		RONMENTAL		Analysis Yea	ar	2003		
Date Performed Analysis Time Period	2/4/20 PM PI	EAK CONSTI	RUCTION	Project ID		PICC	POWER PRO	JECT
East/West Street: DUANE				North/South	Street: KENNE	TH AVE		
Volume Adjustmen		Character	istics	T TOTAL OCCUR.	Olicot. ALAME			
Approach	To una one		Eastbound		1	W	estbound	-
Movement	L		T	R			Т ;	R
Volume	0		29	10	223		35	0
%Thrus Left Lane	50	0			50			
Approach			Vorthbound			So	uthbound	
Movement	L		Т	R	. L		T	R
Volume	1	1	0	30	0		0	0
%Thrus Left Lane	5	0			50			
	Eas	tbound	Wes	tbound	North	nbound	Sou	thbound
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	TR	<b>-</b>	LT		LR	<del> </del>		
PHF	1.00	+	1.00	<del>                                     </del>	1.00	<del>                                     </del>		<del>                                     </del>
Flow Rate	39	+	258		41	<b></b>		<del></del>
% Heavy Vehicles	0		1 0	1	0		-	
No. Lanes	<del>-                                      </del>	1	<del>-                                       </del>	1	1	1		0
Geometry Group		<u>.</u>		1	<del> </del>	1		
Duration, T	+	Adjustment Worksheet			00			
	v Adjustmer	Adjustment Worksheet						
Prop. Left-Turns	0.0	T	0.9	T	0.3	T	1	
Prop. Right-Turns	0.3	<del> </del>	0.0	-	0.7	ļ		
Prop. Heavy Vehicle	0.0	<del> </del>	0.0	ļ	0.0			
		0.2	0.0	0.2	0.0	0.2		_
hLT-adj	0.2		· I					
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6		
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7		
hadj, computed	4.09		4.09		4.09			
Departure Headway	and Servic	e Time						
hd, initial value	3.20		3.20		3.20			
x, initial	0.03		0.23		0.04			
hd, final value	4.0,9		4.09		4.09			
x, final value	0.04		0.30		0.05			
Move-up time, m	2	.0	2.	.0	2.	0		
Service Time	2.1		2.1		2.1		2.1	
Capacity and Level	of Service	-	<u></u>					
		bound	Wes	bound	North	bound	Sout	thbound
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity	289	<del></del>	508		291		<del>                                     </del>	<del>                                     </del>
Delay	7.28	-	9.01		7.38	<u> </u>	1	+
LOS	7.20 A	-	A A		7.30 A	<u> </u>	<del> </del>	+
		7 20	9.0	01	7.3	<u> </u>		
Approach: Delay	<del>- '</del>	7.28						
LOS		Α			A	<b>I</b>		
Intersection Delay					62			
Intersection LOS				/	4			

General Information	1			Site Infor	mation			
Analyst	SLUS	SER		1				
Agency/Co.	FOST	ER WHEELEI	?	Intersection Jurisdiction			E AT KENNE I DE SANTA CL	
	ENVIF 2/4/20	RONMENTAL		Analysis Ye	ar	2003	JI SAIVIA CL	ANA
Date Performed Analysis Time Period		03 AK OPERAT	TONS	Project ID			POWER PRO	JECT
East/West Street: DUANE		TAIN OF EFFOR	70110	North/South	Street: KENNE	TH AVE		
		harastar	otios	North/South	Street. KENNE	INAVE		
Volume Adjustmen	s and Site C		astbound			Mos	tbound	
Approach Movement	<del> </del>	<del></del>	T	R	<del>-   </del>		T	R
Volume	0		10	9	15		48	0
%Thrus Left Lane	50	,			50			
Approach			lorthbound	· · · · · · · · · · · · · · · · · · ·	<u> </u>	Sout	hbound	
Movement	L		T	R	L		T	R
/olume	3		0	21	0		0	0
%Thrus Left Lane	50	0			50			
	East	bound	Wes	tbound	North	nbound	Sout	hbound
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	TR		LT LT		LR LR	L-2		
Configuration PHF	1.00		1.00	<del>                                     </del>	1.00	<del> </del>		
	1.00		63	-	24	-	<u> </u>	1
Flow Rate	1 0		0	-	0	<u> </u>		-
% Heavy Vehicles	1 0	ļ	<b>—</b> —	<u> </u>	1	J		<u></u>
No. Lanes		1		। <del>४</del>	<u> </u>	1		0
Geometry Group		1		1	.00	1		
Ouration, T	/ Adjustment Workshee				.00			
Saturation Headway		it Worksh						
Prop. Left-Turns	0.0		0.2		0.1			
Prop. Right-Turns	0.5		0.0		0.9			
Prop. Heavy Vehicle	0.0		0.0		0.0			
nLT-adj	0.2	0.2	0.2	0.2	0.2	0.2		
nRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6		<b>†</b>
nHV-adj	1.7	1.7	1.7	1.7	1.7	1.7		<del> </del>
nadj, computed	3.72		3.72		3.72			-
Departure Headway	1	Time	1 0.72		0.72	L		<u>I.</u>
		· inite	1 2 20	<del></del>	1 200			
nd, initial value	3.20 0.02		3.20 0.06		3.20			ļ
r, initial		ļ		ļ	0.02			
nd, final value	3.72		3.72		3.72			
, final value	0.02	<u></u>	0.07	<u></u>	0.02	<u></u>		
Move-up time, m	2.	U	_1	.0	2.	<u> </u>		·
Service Time	1.7	<u> </u>	1.7	<u> </u>	1.7		1.7	
Capacity and Level	of Service							
	East	oound	West	bound	North	bound	South	bound
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity	269		313		274			
Delay	6.80							-
			7.31		6.66			
os	Α		Α		Α			
pproach: Delay	6	.80	7.3	31	6.6	66		
	<b>T</b>	A	<i>A</i>	1	A			
LOS	i i	~		•		, ,		

General Information				Site Infor	mation			
Analyst	SLUS		8	Intersection		DUAN	IE AT KENNE	TH
Agency/Co.		ER WHEELE RONMENTAL		Jurisdiction			OF SANTA CL	ARA
Date Performed	2/4/20			Analysis Yea	ar	2003	DOW/- D DDO	<i>U-0.</i> T
Analysis Time Period	PM PE	AK OPERAT	IONS	Project ID		Pico	POWER PRO	JECT
East/West Street: DUANE	AVE			North/South	Street: KENNE	TH AVE		
Volume Adjustmen	ts and Site (	Character	istics					
Approach			astbound			We	stbound	
Movement			29	10	L		7	R
Volume			29	10	32		35	0
%Thrus Left Lane	50				50			
Approach Movement			lorthbound	R		Sou	thbound	
Volume	1	_	<del>-                                    </del>	30		_	0	R 0
%Thrus Left Lane	5		<del></del>		50	· -	<del>-</del>	
ornius cen calle								
	East	bound	Wes	tbound	North	nbound	Sout	hbound
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	TR	1	LT		LR			
PHF	1.00		1.00		1.00	·		1
Flow Rate	39		67	T	41	<u> </u>		
% Heavy Vehicles	0		0	<b>T</b>	0			
No. Lanes				1				0
Geometry Group		1		1		1	<del>                                     </del>	
Duration, T	<del>                                     </del>			1	.00		1.	
Saturation Headway	Adjustment Workshee		eet					
Prop. Left-Turns			0.5	T	0.3			T
Prop. Right-Turns	0.3	ļ	0.0	<del>                                     </del>	0.7			<del>                                      </del>
Prop. Heavy Vehicle	0.0		0.0		0.0			
LT-adj	0.0	0.2	0.0	0.2	0.0	0.2		-
			1					
nRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6		
nHV-adj	1.7	1.7	1.7	1.7	1.7	1.7		
nadj, computed	3.89		3.89		3.89			
Departure Headway	and Service	Time						
nd, initial value	3.20		3.20		3.20			
r, initial	0.03		0.06	i .	0.04	<u> </u>	<u> </u>	
nd, final value	3.89		3.89		3.89			
, final value	0.04		0.08		0.04			
Nove-up time, m	2.	0	2.	0	2.	0		
Service Time	1.9	. "	1.9		1.9		1.9	
Capacity and Level								
,,		ound	Most	bound	Marth	bound	C	bound
···								bound
· .	L1	L2	L1	L2	L1	L2	L1	L2
Capacity	289		317		291			
Delay	7.07		7.46		6.91			
os	A		A		A	-		
approach: Delay		.07	7.4	16	6.9	)1		Ī
					.1			·
		Α	1	4	A		1	
LOS ntersection Delay					20			

General Information	n			Site Infor	mation			
		-		Site infor	mation			
Analyst	SLUS	SER ER WHEELEI	<del>-</del>	Intersection	-		NETH AT SPAC	
Agency/Co.		RONMENTAL	•	Jurisdiction			OF SANTA CL	ARA
Date Performed	2/4/20			Analysis Yea	ar	2003 PICC	POWER PROJ	ECT
Analysis Time Period	AM PI	AK CURREN	IT	riojectio	· · · · · · · · · · · · · · · · · · ·		POWEN PROJ	ECI
East/West Street: SPACE				North/South	Street: KENNE	TH AVE		
Volume Adjustmen	ts and Site (	Character	stics					
Approach			astbound			We	estbound	
Movement	L		T	R	L		T	R
Volume	30		29	9	1		28	0
%Thrus Left Lane	5	1	<u> </u>		50		<u> </u>	
Approach		- N	lorthbound			Soi	uthbound	
Movement	L		T	2 2	0		2	R
Volume			8				4	4
%Thrus Left Lane	5	U			50			
	East	bound	Wes	tbound	North	bound	Sout	nbound
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR	+	LTR	+	LTR		LTR	<u> </u>
PHF	1.00	<del> </del>	1.00	<del>                                     </del>	1.00	<del>                                     </del>	1.00	<u> </u>
Flow Rate	74	<del>                                     </del>	29	<del> </del>	13	<del>                                     </del>	6	<del>                                     </del>
% Heavy Vehicles	1 7	<del>                                     </del>	1 20	<del>                                     </del>	10	<del>                                     </del>	1 0	<del>                                     </del>
No. Lanes		<del> </del>	+ -	<del>                                     </del>	+	1	<del>                                     </del>	<del>                                     </del>
Geometry Group		1		1	<del></del>	, 1	<del> </del>	1
Duration, T				1	.00			
Saturation Headwa	I Adinatas	t Wartak	oot		.00	<del></del>		
		it worksn					T 00	<del></del>
Prop. Left-Turns	0.5		0.0		0.2		0.0	
Prop. Right-Turns	0.1		0.0		0.2		0.7	
Prop. Heavy Vehicle	0.0		0.0		0.0		0.0	
nLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
nadi, computed	3.99		3.99	<b>†</b>	3.99		3.99	<del>                                     </del>
Departure Headway		a Time		<u> </u>	1	<u> </u>	1 0.00	
		- 111116	1 2 22	<del></del>	1 000		2.00	
nd, initial value	3.20		3.20		3.20		3.20	
c, initial	0.07		0.03		0.01		0.01	
nd, final value	3.99		3.99		3.99		3.99	
c, final value	0.08		0.03	<u> </u>	0.01		0.01	
Move-up time, m		0		.0	2.	U	2.	U
Service Time	2.0		2.0		2.0		2.0	
Capacity and Level	of Service							
	East	bound	West	bound	North	bound	South	bound
	L1	L2	L1	L2	L1	L2	L1	L2
Conneity		<del>-</del>				<u> </u>	256	-
Capacity	324		279		263			L
Delay	7.35		7.15		7.14		6.76	<u> </u>
.os	A		Α		A		Α	
Approach: Delay	7	.35	7	15	7.	14	6.7	76
LOS	<del>- </del>	A		1	1		<i>A</i>	
		^						
ntersection Delay	ŀ				25 A			

	•		0.0.0	OHINOL	ANALYS				
General Information	1			Site Infor	mation				
Analyst	Intersection KENNETH AT SPACE PARK								
Agency/Co.	FOST	ER WHEELER CONMENTAL	₹	Jurisdiction			OF SANTA CL		
Date Performed	2/4/20			Analysis Year					
Analysis Time Period		AK CURREN	IT -	Project ID		PICO	POWER PROJ	IECT	
ast/West Street: SPACE	PARK AVE			North/South 8	Street: KENNE	TH AVE		<del></del>	
/olume Adjustmen		haracteri	stics						
Approach	Eastbound						stbound		
Movement	L		T	R	L			R	
Volume	4		60	2	23		53	18	
%Thrus Left Lane	50	)			50				
Approach			orthbound			Sou	thbound		
Movement	L		T				Ţ	R	
/olume	7		4	5	0		9	44	
%Thrus Left Lane	5	0			50				
	East	bound	Westbound		North	nbound	Sout	hbound	
	L1	L2	L1	L2	L1	L2	L1	L2	
Configuration	LTR		LTR	<del>                                     </del>	LTR	ļ .	LTR	<del> </del>	
PHF	1.00		1.00	<del>                                     </del>	1.00		1.00	<del>                                     </del>	
Flow Rate	66		94	<del>                                     </del>	16	<b>-</b>	53	<del> </del>	
% Heavy Vehicles	1 0		0	1	0	<del>                                     </del>	0		
No. Lanes	<del></del>		<del>                                     </del>	1	<del>                                     </del>	1	<del>                                     </del>	1	
Geometry Group				1	-	1	<del>                                     </del>	1	
Duration, T				1	00	<u> </u>	<u></u>	,	
Saturation Headway	. Adiustmar	+ Worksh	oot						
		IL WOLKSII		<u> </u>	T 0.4	1.	T 00	T	
Prop. Left-Turns	0.1		0.2	<u>.</u>	0.4		0.0		
Prop. Right-Turns	0.0		0.2		0.3		0.8		
Prop. Heavy Vehicle	0.0		0.0		0.0		0.0		
nLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	
nadj, computed	4.13		4.13		4.13		4.13	<del>                                     </del>	
Departure Headway		e Time						<u> </u>	
	3.20	1	3.20	T	3.20	T	3.20	T	
hd, initial value	0.06		0.08	-	0.01		0.05	<del> </del>	
k, initial			4.13		4.13		4.13	-	
nd, final value	4.13		0.11		0.02		0.06		
c, final value	0.08	<u></u>		.0		0		0	
Move-up time, m		0		.0		1			
Service Time	2.1	<u> </u>	2.1	<u> </u>	2.1	<u> </u>	2.1		
Capacity and Level									
	East	bound	Wes	stbound Northbou		bound	nd Southbound		
	L1	L2	L1	L2	L1	L2	L1	L2	
Capacity	316		344		266		303		
Delay	7.46		7.52		7.28	<u> </u>	6.98	<del> </del>	
								-	
OS	Α	<u> </u>	Α		A	<u> </u>	A		
Approach: Delay	7	7.46		52 7.28			6.98		
LOS		A	/	4	F	A			

	-		Y STOP C						
General Information				Site Infor	mation				
Analyst SLUSSER FOSTER WHEELER				Intersection KENNETH AT SPACE					
Agency/Co.	gency/Co. ENVIRONMENTAL					CITY 2003	OF SANTA CL	ARA	
Date Performed	2/4/20			Analysis Yea	ar	POWER PROJ	IECT		
Analysis Time Period AM PEAK CONSTRUCTION							7 0772777700	.207	
East/West Street: SPACE				North/South	Street: KENNE	TH AVE			
Volume Adjustmen	ts and Site (								
Approach			Eastbound		L	We		R	
Movement Volume	36		29	7 R 29 9			28	<del>- 6</del>	
%Thrus Left Lane	50		2.0	29 9					
Approach			Northbound		50	Sou	ithbound		
Movement	·	<u>'</u>	T	R			T	R	
Volume	3		8	2	206		2	4	
%Thrus Left Lane	5	0			50				
	Fast	bound	Wes	stbound	North	nbound	Sout	hbound	
	L1	L2	L1	L2	L1	L2	L1	L2	
0			LTR	1	LTR	L-2	LTR	1 2	
Configuration	LTR		1.00	<del> </del>	1.00	ļ	1.00	<del> </del>	
PHF	1.00		29		1.00	ļ	212	-	
Flow Rate	74		0		0		0	-	
% Heavy Vehicles	<u> </u>	ļ	<del></del>				<del>                                     </del>	↓	
No. Lanes		1		1	<del>-</del>	1	<del> </del>	1	
Geometry Group	_	·		1 4	.00			<u>'</u>	
Duration, T	A distance	4 Works			.00			<del></del>	
Saturation Headwa		it worksi				· · · · · · · · · · · · · · · · · · ·	T - 7	<del></del>	
Prop. Left-Turns	0.5		0.0		0.2	ļ	1.0		
Prop. Right-Turns	0.1		0.0		0.2		0.0		
Prop. Heavy Vehicle	0.0		0.0		0.0		0.0		
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	
hadj, computed	4.48		4.48		4.48		4.48	1	
Departure Headway	and Servic	e Time							
hd, initial value	3.20		3.20		3.20	<b></b>	3.20	T	
x, initial	0.07		0.03		0.01	<b>†</b>	0.19		
hd, final value	4.48		4.48		4.48		4.48	1	
x, final value	0.09		0.04	<b>—</b>	0.02		0.26	1	
Move-up time, m		0	1	2.0		0		.0	
Service Time	2.5	T	2.5	1	2.5		2.5	ı	
Capacity and Level	1								
-apaony and bover		hound	10/04	stbound	North	bound	South	nbound	
	L1	L2	L1	L2	L1	L2	L1	L2	
Capacity	324		279		263		462	<u> </u>	
Delay	7.94		7.69		7.40		8.84		
LOS	A		Α		Α		Α		
Approach: Delay		.94		.69	7.	40	8.	84	
LOS	<u> </u>	A		A A			A		
					.47	•			
Intersection Delay					A .				
ntersection LOS									

				ANALYS					
			Site Infor	mation					
lyst SLUSSER				Intersection KENNETH AT SPACE PARK					
			Jurisdiction						
			Analysis Year		2003				
Analysis Time Period PM PEAK CONSTRU		RUCTION	CTION Project ID			POWER PRO	JECT		
PARK AVE			North/South	Street: KENNE	TH AVE				
s and Site (	Character	istics							
Eas		Eastbound			W				
		60					R 18		
		00				53	10		
3		Variabayand		30		thhound			
<del></del>			R	<del>                                     </del>	501	itnbound	R		
<del> </del>	<del></del>	4	5	<del>                                     </del>		9	250		
5	<del>o l</del>					<del>-</del>			
		\\/aa	thound				hbound		
	L2		L2		L2		L2		
			ļ		:		<u> </u>		
							<b></b>		
_Ĺ					<u> </u>				
0		U	<u> </u>	0	<u></u>	1 0			
	1		7	ļ	1		7		
<u> </u>	1		7	1	7		7		
				00					
	it Worksh								
0.0						1.0			
0.0		0.0		0.0		0.0			
0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2		
-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6		
1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7		
4.56	<b> </b>	4.56	1	4.56		4.56	†		
and Servic	e Time		<u> </u>				<del></del>		
		3.20	<u> </u>	3.20	1	3.20	T .		
		1	<del>                                     </del>				<del>                                     </del>		
		4.56		4.56		4.56	+		
0.08		0.12	<del>                                     </del>			0.27	<del>                                     </del>		
	0		.0		0		.0		
2.6		2.6	1	2.6	J	2.6	Τ		
	hound	Meet	thound	North	bound	South	hound		
	L2		LZ		1.2		L2		
1									
7.97		8.06		7.52		8.07			
Α		Α		Α		Α			
7	.97	8.0	06	7.5	52	8.0	07		
	<u>A</u>		A A			A			
8.03									
<u> </u>									
	FOST   ENVIR   274/20   PM PI   274/20	SLUSSER   FOSTER WHEELE   ENVIRONMENTAL   2/4/2003   PM PEAK CONSTITUTE   A   50	SLUSSER	SLUSSER	SLUSSER	SLUSSER	SLUSSER		

General Information	n		<del> </del>	Site Infor	mation		<u>-</u>		
	ISLUS	SCD		olte illioi	mation		<del></del>		
Analyst	R	Intersection			VETH AT SPAC				
Agency/Co.	ENVIF	ER WHEELE CONMENTAL		Jurisdiction Analysis Year			OF SANTA CL	ARA	
Date Performed 2/4/2003 Analysis Time Period AM PEAK OPERATIO			TONE	Project ID			POWER PROJ	JECT	
Analysis Time Period	10/45								
East/West Street: SPACE				North/South	Street: KENNE	: IH AVE			
Volume Adjustmen	ts and Site (								
Approach Movement	Eas		Eastbound	astbound		We	stbound	R	
Volume	51		29	7 R 29 9			28	0	
%Thrus Left Lane	50			29 9					
Approach			Vorthbound		50		ithbound		
Movement	<del></del>	<del></del>	T	T R		1	T	R	
Volume	3		8	2	0		2	4	
%Thrus Left Lane	5	0			50				
			10/22	tbound		nbound	90	hbound	
		bound			<u> </u>		<del>_</del>		
	L1	L2	L1	L2	L1	L2	L1	L2	
Configuration	LTR		LTR		LTR		LTR		
PHF	1.00		1.00		1.00		1.00		
Flow Rate	89		29		13		6		
% Heavy Vehicles	0		0		0		0		
No. Lanes		1		1		1		1	
Geometry Group				1		1		1	
Duration, T				1.	.00				
Saturation Headwa	y Adjustmer	it Worksh	eet						
Prop. Left-Turns	0.6		0.0	T	0.2		0.0	T	
Prop. Right-Turns	0.1	<del> </del>	0.0		0.2		0.7	+	
Prop. Heavy Vehicle	0.0	<u> </u>	0.0	<del> </del>	0.0	1	0.0	+	
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	
			1.7	1.7	1.7	1.7	1.7		
hHV-adj	1.7	1.7	_1	1.7		1.7		1.7	
hadj, computed	4.02		4.02	<u></u>	4.02		4.02		
Departure Headway	and Service	e Time							
hd, initial value	3.20		3.20		3.20		3.20		
x, initial	0.08		0.03		0.01		0.01		
hd, final value	4.02		4.02		4.02	1	4.02		
x, final value	0.10		0.03		0.01		0.01		
Move-up time, m	2.	0	2	.0	2.	0	2.	.0	
Service Time	2.0		2.0		2.0	·	2.0	Π	
Capacity and Level	of Service				<u> </u>			-	
-		bound	Wes	tbound	North	bound	South	nbound	
			L1	,	L1		L1		
	L1	L2		L2		L2		. L2	
Capacity	339	<u> </u>	279		263		256		
Delay	7.47		7.17		7.17		6.79		
OS	A		A		Α		Α		
Approach: Delay		.47		17	7.	17	6.7	<del>1</del> 79	
LOS	+ '			A A			A		
		<u> </u>							
ntersection Delay					3 <i>4</i> 4				

General Information	n			Site Infor	mation			
Analyst	SLUS	SER		┪			<del></del>	
	FOSTER WHEELER						NETH AT SPAC OF SANTA CL	
Agency/Co.		RONMENTA	_	Analysis Year				ARA
Date Performed Analysis Time Period	2/4/20	03 EAK OPERA	TIONIS	Project ID		2003 PICC		IECT
East/West Street: SPACE PARK AVE			110143		OL - L KENNE			
				North/South	Street: KENNE	TH AVE		
Volume Adjustmen	ts and Site (	Characte					estbound	
Approach Movement		Ea		astbound R		L W		
Volume	4		60				53	R 18
%Thrus Left Lane	50			00 2				- 10
			Northbound		50		uthbound	
Approach Movement	<del>                                     </del>	-	T	T R		300	T	R
Volume	7		4	5	L 0		9	44
%Thrus Left Lane	5	<del></del>	<del>- 1</del>		50	<del>-  </del> -		
with us Left Land								
	East	bound	Wes	stbound	North	bound	Sout	hbound
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LTR		LTR	
PHF	1.00		1.00	1	1.00		1.00	1
Flow Rate	66	†	94	1	16		53	T
% Heavy Vehicles	1 0		0		0		0	
No. Lanes	+	<del>                                     </del>	<del>- </del>	1	1	1		1
Geometry Group		1		1	1	1		1
Duration, T					.00		<u>.</u>	<u> </u>
Saturation Headway	v Adjustmer	of Works	neet					
	0.1	T	0.2		0.4	<del></del>	0.0	Т
Prop. Left-Turns				. :				ļ
Prop. Right-Turns	0.0		0.2		0.3	<u> </u>	0.8	
Prop. Heavy Vehicle	0.0		0.0		0.0		0.0	
nLT-adj *	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
nHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
nadj, computed	4.13		4.13		4.13		4.13	<del>                                     </del>
Departure Headway		e Time				, .		
nd, initial value	3.20	T	3.20	<del></del>	3.20	<u> </u>	3.20	1
c, initial	0.06		0.08	<u> </u>	0.01		0.05	<del></del>
nd, final value	4.13		4.13		4.13		4.13	
	0.08		0.11	<del>                                     </del>	0.02		0.06	<u> </u>
, final value				2.0	2.			<u></u>
Move-up time, m		0				U .		0
Service Time	2.1		2.1		2.1	<u> </u>	2.1	
Capacity and Level								
	East	Eastbound Wes		tbound Northbou		bound	und Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity	316		344	+	266		303	
		ļ						
Delay	7.46		7.52		7.28		6.98	
_OS	Α		Α		Α		Α	
Approach: Delay	7	.46	7.	52	7.2	28	6.9	98
LOS	1	A	1	A	A	A		
ntersection Delay	7.36							-
norsection belay	7.36 A							